

(3) A vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The word *under way* means that a vessel is not at anchor, or made fast to the shore, or aground.

(i) The words *length* and *breadth* of a vessel means her length overall and greatest breadth.

(j) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

(k) The term *restricted visibility* means any condition in which visibility is restricted by fog, mist, heavy rainstorms or any other similar causes.

(l) A *motorboat* means a power-driven vessel no more than 20 meters in length as measured from end to end over the deck.

## Subpart B—Steering and Sailing Rules

### CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY

#### § 111.4 Application (Rule 4).

Sections 111.5 through 111.10 apply in any condition of visibility.

#### § 111.5 Lookout (Rule 5).

Every vessel shall at all times while under way in the Canal and adjacent waters maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. The person acting as lookout shall have no other assigned duties and shall report promptly all relevant and material information to the person in charge of the navigation of the vessel.

#### § 111.6 Safe speed (Rule 6).

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
- (1) The state of visibility;

(2) The traffic density including concentrations of small craft or any other vessels;

(3) The maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(4) At night the presence of background light such as from shore lights or from back scatter of her own lights;

(5) The state of wind, sea and current, and the proximity of navigational hazards;

(6) The draft in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

(1) The characteristics, efficiency and limitations of the radar equipment;

(2) Any constraints imposed by the radar range scale in use;

(3) The effect on radar detection of the sea state, weather and other sources of interference;

(4) The possibility that small vessels and other floating objects may not be detected by radar at an adequate range;

(5) The number, location and movement of vessels detected by radar;

(6) The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessel or other objects in the vicinity.

(c) A vessel shall not exceed the speeds designated below, except in an emergency:

|  | Knots |
|--|-------|
| Atlantic entrance to Gatun Locks .....   | 12    |
| Gatun Lake in a 1,000-ft. channel .....  | 18    |
| Gatun Lake in a 800-ft. channel .....  | 15    |
| Gatun Lake in a 650-ft. channel .....  | 12    |
| When rounding Buoy No. 17 in Gatun Reach northbound .....  | 10    |
| Gaillard Cut, in the straight reaches .....  | 8     |
| Gamboa: When passing reserve fleet basin, concrete dock, or floating crane berth; and when entering Gaillard Cut ..... | 6     |
| When using a tug astern .....  | 6     |
| Miraflores Locks to Buoy No. 14 .....  | 6     |
| Buoy No. 14 to Pacific entrance .....  | 12    |

(d) A vessel in Panama Canal waters at locations other than those specified in paragraph (c) of this section, including Gatun Anchorage, Bohio Bend, Mamei Curve, Miraflores Lake, and in or near the locks, shall not exceed a speed that is safe under the existing circumstances and conditions, except in an emergency.